C. Civil Aviation

The Chinese Communist Civil Aviation Company, which until the end of 1955 was a Sino-Soviet jointly-owned corporation and was still entirely adjusted to the Russian system, raised its service from two to four trips a week from Lanchou via Chiu-chuan, Hami to Urumchi. There was another flight twice a week, continuing the route from Lanchou to Sian where two sub-lines existed, one to Peking and the other southbound to Chungking. A third flight, also twice a week, connected Urumchi with Alma Ata through Ili by the Sino-Soviet international route; and the fourth was running inside Sinkiang from Urumchi via Kucha, Aksu to Kashgar.

IV. Conclusion

The influential role which the development of transportation and communications can play in the creation of a favorable climate for sustained national economic growth, needs no elaboration. The Northwest which contains many of China's untapped mineral resources, and where the potential of agricultural development is fairly high, is a region where the man-resource ratio is low and the long-run economic potential is promising, provided it is linked with the populous regions of China and the outside world by better transport and a modern system of communications.

Transportation and communications development in Northwest China used to lag far behind the other regions as did its agriculture and industry. After the establishment of the Communist regime, transportation construction activities in this area have increased greatly in the form of railway and highway construction. Of the total railway construction in Red China from 1950 to 1955, newly-built roads in the Northwest amounted to thirty per cent. Meanwhile the Lanchou-Sinkiang Railway, Lanchou-Pao-t'ou Railway and Chengtu-Paoki Railway were still under way and the Lanchou-Chinghai Railway was projected for 1956.

Highways were constructed or renovated mostly along the old routes already in existence prior to 1949, some of which might not have been motor roads. Among them the most notable ones were the Hsi-ning-Tibet Highway, Sian-Lanchou-Urumchi Highway, Ansi-Tun-huang-No-chiang-Ho-tien-Kashgar Highway and the Hsi-ning-Chin-hung-shan-No-chiang-Kashgar Highway. Three international highways starting at Urumchi across the Sino-Soviet border linked up with the stations on the Soviet Turksib Railways. Air transportation was to be established to strengthen the Sino-Soviet relationship from Peking to Moscow via Sian, Lanchou, and Urumchi.

It is true that Chinese Communists had devoted much attention to construction in the Northwest area, especially in the phase of transportation and communication. Aside from their shrewdness